

NEWSBRIEF



Date: March 4, 2016

To: Council & Senior Staff

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4. Crystal Arrest and Crime Activity Reports (Feb. 24 – Mar. 02, 2016)
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Metro Cities News

February 26, 2016

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State Budget Forecast Dips

State officials released the February 2016 budget forecast this morning. This forecast will be used to inform the work of the Legislature in adopting a supplemental budget for the FY 2016-17 biennium.

The February forecast shows a lower general fund balance for FY2016-17 than was projected in the November 2015 forecast. The newest forecast projects a \$900 million positive balance. The November forecast projected a \$1.2 billion positive balance for FY 2016-17, and the new forecast is \$306 million lower. Revenues are projected to be \$427 million lower, and spending is projected to be \$129 million lower than projected in November. Although the February forecast predictions show a decrease in projected revenues, the forecast still shows a structural balance for FY 2016-17. Lower than expected growth in income and sales tax receipts, as well as slower growth in the corporate sector, are contributing to the lower forecast number. The decrease in spending is primarily due to decreases in spending in projected health care spending.

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State officials noted that the national economic outlook has weakened, and slower economic growth overall is predicted going forward. The forecast for 2016 GDP growth nationally is 2.4% compared to 2.9% in projected in November. State officials also noted that there is high demand for labor in the state. State unemployment is at 3.5%.

The debt capacity guidelines, which inform levels of capital spending, are also revised with the forecast. The new guidelines indicate that \$968 million in capital spending can be appropriated in the current biennium.

Legislative leaders reacted to the new forecast by expressing the need for caution for any structural, or on-going, spending, which is consistent with recent messages from both the House and Senate majorities as the legislative session approaches.

Please contact Patricia Nauman at 651-215-4002 or email:

patricia@metrocitiesmn.org with any questions.

Metro Cities Housing Forum

Metro Cities' housing forum on Thursday at the New Brighton Community Center drew over 100 elected officials and staff for a variety of housing related topics including funding sources for housing programs, requirements for local comprehensive plans, housing design, code enforcement, senior housing, and rental licensing, among others. Metro Cities would like to say a special thanks to the forum presenters, many of whom were city officials, for sharing their expertise on Thursday, and to the city of New Brighton and community center staff for the use of the spacious center and technological accommodations. Many thanks to the many city officials who attended the forum and made it a success!

The presentations and handouts can be accessed via the [Metro Cities website](#). Forum topics were determined through a Metro Cities survey to its membership, and were intended to address challenges and opportunities facing cities as they plan for

housing needs in their communities.

The day began with strategies from key housing funders who explained how to access funds that support a range of housing types. Minnesota Housing Finance Agency and Met Council leaders shared funding program goals and objectives, funding levels, program timelines, and deadlines. Metro Cities' comments to the Metropolitan Council's Housing Policy Plan included recognizing the need for additional state and federal resources for housing.

Met Council staff presented details on the housing element requirement of local comprehensive plans that will be due in 2018. While the statute remains unchanged since the last round of updates, the Council plans to do a more robust review of the housing element, and will require additional detail from cities around commonly used housing finance tools and policies to promote housing in local communities.

City officials heard a range of strategies on preserving housing units from Brooklyn Center, Eden Prairie, New Brighton, Burnsville and Coon Rapids staff, as well as staff from Minnesota Housing. Rental licensing and code enforcement policies spurred a lot of discussion among the attendees.

Additional topics were also presented. West St. Paul shared its strategies and outcomes from its housing survey. St. Louis Park explained the reasons for, and affordable housing outcomes from, its newly adopted an inclusionary housing policy. Carver discussed its community engagement efforts with concerned residents around a new workforce housing development. Staff from developer CommonBond Communities presented how it works with communities to develop and manage a range of multifamily housing properties across the metro.

Afternoon sessions included two case studies on multifamily housing developments for seniors, one in Crystal and the other in Mahtomedi. The projects required multiple funding sources and design flexibility throughout the development process. Minneapolis and

Woodbury staff also discussed residential design standards, and architecture firm Alchemy Architects presented its small weeHouse design while Minneapolis staff talked about allowing various types of accessory dwelling units in its municipal code.

Metro Cities thanks the presenters for sharing their time and expertise with the forum attendees, which included city elected and staff, developers and other housing professionals.

Please contact Charlie Vander Aarde at 651-215-4001 or charlie@metrocitiesmn.org with any questions.

Regional Solicitation Workshop Reminder

Next **Friday, March 4th**, Metro Cities, along with Met Council staff and members of the transportation Technical Advisory Committee (TAC) will host a Regional Solicitation Workshop for interested city officials and staff. The Regional Solicitation is the method by which Federal transportation funds are distributed in the region. The workshop will be held from **1:00-3:00 p.m.** at the LMC building, 145 University Avenue, in St. Paul.

The purpose of this workshop will be to familiarize city officials with the Regional Solicitation process, make members aware of changes that have been made since last year, and to answer questions about this process. Met Council staff will be available to answer questions about the types of projects that may be a candidate for funding as well as explaining how they can assist cities with their applications. We encourage cities that may have an interest in applying for these federal transportation funds, now or in the future, to attend.

Please **RSVP** to Laurie at laurie@metrocitiesmn.org. If you have any questions please contact Steve Huser at 651-215-4003, or by email at steven@metrocitiesmn.org

Metro Cities News is emailed periodically to all Metro Cities member mayors, councilmembers, city managers and administrators to keep officials abreast of important metro city issues. This information is also intended to be shared with city staff.

If you'd like to sign up to receive Metro Cities News, please email Laurie@metrocitiesmn.org and provide the following: Name, Title, Employer and Email address. Thank you.

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Anoka County

COUNTY ADMINISTRATION

Respectful, Innovative, Fiscally Responsible

Rhonda Sivarajah
Chair, District #6

February 8, 2016

Dear Council Member:

We are part of a coalition of county and city leaders from the suburban metropolitan area who have become increasingly concerned with a lack of accountability from the Metropolitan Council, especially as its scope of authority and involvement in regional issues continue to expand. It is our belief that an updated Metropolitan Council governance structure, one that makes the Council accountable to the regional constituency of those impacted by its decisions, would benefit this region greatly. We seek your support for the attached principles for reform that would increase local participation and collaboration to help guide orderly growth and economic development in our region.

We ask that you adopt the attached resolution calling for substantive change to the Council.

Structure Limits Local Representation

Metropolitan Council members are non-elected individuals answerable only to the Governor, an office that has often been elected without majority support from metropolitan-area voters. We believe the Council, which has the ability to levy taxes on metropolitan-area residents, should be answerable to the citizens and taxpayers of the area it represents rather than a single officeholder and should feature strong county representation and representation from other local elected officials. This call for reform echoes the 2011 conclusion of the nonpartisan Office of the Legislative Auditor. In the evaluation report *Governance of Transit in the Twin Cities Region*, Legislative Auditor Nobles recommended a Council with a mix of gubernatorial appointees and elected officials from the region.

Substantial Changes in Role of Council Since 1967

The Metropolitan Council was established in 1967 to provide regional planning services for the Twin Cities area. However, at the same time the Council's management of growth, and in particular its coordination of regional services, has changed dramatically. The Council's scope has increased, but not its level of accountability to the local governments and citizens of the metropolitan area. Many citizens and local government officials feel disconnected from the present Metropolitan Council, undermining its credibility and preventing it from functioning as an effective regional governance body.

In closing, we hope you will join us in our call for reform by adopting the attached resolution with principles to strengthen regional planning and development. We welcome the opportunity to meet with you and your colleagues to present this and discuss further. Please contact Claire Pritchard at 651-438-4540 (or at Claire.Pritchard@co.dakota.mn.us) for more information or to schedule a presentation by an elected official to your Council or Board. We look forward to working with you in this effort to unite the region for continued growth and prosperity.

Please make every effort to return the adopted resolution to Claire.Pritchard@co.dakota.mn.us by Tuesday, March 8, or as early as possible given your approval process.

Sincerely,

Rhonda Sivarajah, Chair
Anoka County Board of Commissioner

Brian Kirkham
Bethel City Council

Jeff Reinert
Mayor, Lino Lakes

Metropolitan Governance Reform

Twin Cities' Local Government Coalition

-Statement of Objectives-

A coalition of local governments throughout the metropolitan area has joined together to develop a position statement and a set of principles for improving metropolitan governance in the Twin Cities.

The Coalition supports the need for regional planning, collaboration and coordination, but seeks to expand local government representation on the Metropolitan Council.

The Coalition's objectives for its collective effort to improved governance are:

1. To articulate a vision of responsive and effective metropolitan governance—as represented by a Statement of Belief and Principles for Reform of the Metropolitan Council
2. To align local government interests behind a reform effort—through formation of a broad coalition of metropolitan Cities and Counties —and a common position.
3. To be prepared for any efforts—legislative and otherwise—to reform the governance structure and functioning of the Metropolitan Council.

Attached is the Coalition's Statement of Belief and Principles for Reform.

Twin Cities' Local Government Coalition Principles for Metropolitan Council Reform

The following principles were developed by a coalition of cities and counties in the metropolitan area, a coalition created to advocate for reform of the Metropolitan Council. The group believes that an effective Metropolitan Council should reflect the following principles, which were developed based on the group's core Statement of Belief (printed below).

STATEMENT OF BELIEF:

The Metropolitan Council, due to its taxing and policy authority, should be accountable to a regional constituency of those impacted by its decisions. It should not operate as a state agency—as it does in its current form—answerable to only one person, the Governor.

Principles for Metropolitan Council Reform:

- I. A majority of the members of the Metropolitan Council shall be elected officials, appointed from cities and counties within the region.
- II. Metropolitan cities shall directly control the appointment process for city representatives to the Metropolitan Council.
- III. Metropolitan counties shall directly appoint their own representatives to the Metropolitan Council.
- IV. The terms of office for any Metropolitan Council members appointed by the Governor shall be staggered and not coterminous with the Governor.
- V. Membership on the Metropolitan Council shall include representation from every metropolitan county government.
- VI. The Metropolitan Council shall represent the entire region, therefore voting shall be structured based on population and incorporate a system of checks and balances.

Background and Justification of Position

The Metropolitan Council was created to provide for the orderly and economic development of the Twin Cities metropolitan area. It has the responsibility and authority to guide the region's growth and to provide important regional services. The Counties of Anoka, Carver, Dakota, and Scott support the concept of a regional approach, and have no wish to abolish the Council or diminish the importance of regional collaboration.

However, the Council's management of growth, and in particular the coordination and delivery of regional services has changed dramatically. At the same time, the role of counties has evolved. Increasingly, Counties have undertaken direct provision of regional services including: hazardous and solid waste management, transit funding and transitway development, regional parks, regional highways, water resources planning and watershed management, greenway and bikeway development, farmland and open space preservation, the regional library system, fiber communications networks, and the 800 MHz radio network.

The Council's recent focus on reducing poverty and disparities makes it even more essential that within the governance structure there is understanding and improved coordination with county programs--- which exclusively provide economic assistance, social services, workforce development/employment, counseling, public health, nutrition and family "home visiting" services, workforce and specialized housing programs and many other anti-poverty and human services. In these and many other circumstances, the State, Metropolitan Council and city governments have all looked to counties to provide both the financial and political leadership needed to address key regional issues.

Thus, while a strong regional approach is necessary for many issues, it is necessary for the regional governing body to feature strong county representation, as well as representation from other local elected officials. Currently, the members of the Council are non-elected individuals answerable only to the Governor, an office that has often been elected without majority support from metropolitan-area voters. The Council, which has the ability to levy taxes on metropolitan-area residents, should be answerable to the citizens and taxpayers of the area it represents rather than a single officeholder.

The best way to ensure that the interests of citizens of the metropolitan-area are represented is to have a preponderance of locally elected officials on the Council--individuals that do not serve exclusively at the pleasure of the Governor. This will have the added benefit of allowing the Council to meet federal guidelines to serve as the region's Metropolitan Planning Organization, a move encouraged by Federal Transit Administration (FTA) and Federal Highway Administration (FHA) to make the Council "more directly accountable to its public¹."

Regional governance is vital to the metropolitan area's continued success. However, in order for a regional body to be effective it must be credible, meaning that regional citizens must feel that the body effectively represents their goals and values. Citizens currently feel disconnected from the Metropolitan Council, preventing it from functioning as an effective regional governance body. The coalition of suburban counties is working to join the Metropolitan Council with the people it represents, so the region as a whole can unite for continued growth and prosperity.

¹ Letter from representatives of FTA and FHA to Ann R. Goering of Ratwik, Roszak, & Maloney, P.A., Aug. 3 2015

TEMPLATE RESOLUTION: Supporting Principles for Reform of the Metropolitan Council

WHEREAS, regional planning and local government cooperation is vital to the continued success of the Minneapolis-St. Paul Metropolitan Area; and

WHEREAS, the Metropolitan Council is, by statute, the regional planning agency for the Minneapolis-St. Paul Metropolitan Area, with broad authority, including the ability to levy taxes, charge fees and set regional policy; and

WHEREAS, cities and counties are the entities most directly affected by policies and financial decisions of the Metropolitan Council, making them the primary constituents of the Metropolitan Council; and

WHEREAS, the Metropolitan Council's scope of authority and involvement in regional issues has expanded significantly over the years; and

WHEREAS, a governmental entity, particularly one with taxing authority, to be effective, must be credible, and responsive and accountable to those it represents; and

WHEREAS, the appointment of Metropolitan Council members resides solely with the Governor, effectively making the Governor the primary constituent of the Metropolitan Council; and

WHEREAS, many cities and counties believe that the Metropolitan Council lacks accountability and responsiveness to them as direct constituents; and

WHEREAS, many cities and counties believe that the authority to impose taxes and set regional policy should be the responsibility of local government elected officials; and

WHEREAS, reform is necessary to ensure that the Metropolitan Council is an effective, responsive, and accountable partner for regional development and progress.

NOW, THEREFORE, BE IT RESOLVED, That the Metropolitan Council, due to its taxing and policy authority, should be accountable to a regional constituency of those impacted by its decisions; and

BE IT FURTHER RESOLVED, That the Metropolitan Council should not operate as a state agency answerable to only one person, the Governor, as it does in its current form; and

BE IT FURTHER RESOLVED, That the _____ supports reform of the Metropolitan Council that adheres to the following principles:

- I. A majority of the members of the Metropolitan Council shall be elected officials, appointed from cities and counties within the region;
- II. Metropolitan cities shall directly control the appointment process for city representatives to the Metropolitan Council;
- III. Metropolitan counties shall directly appoint their own representatives to the Metropolitan Council;
- IV. The terms of office for any Metropolitan Council members appointed by the Governor shall be staggered and not coterminous with the Governor;
- V. Membership on the Metropolitan Council shall include representation from every metropolitan county government;
- VI. The Metropolitan Council shall represent the entire region, therefore voting shall be structured based on population and incorporate a system of checks and balances.

FREQUENTLY ASKED QUESTIONS: METROPOLITAN COUNCIL REFORM PRINCIPLES

1) Why now?

Reform of the Metropolitan Council has been an issue on the minds of many local governments for many years. However, political realities have created obstacles that thwarted many previous attempts at reform.

The release of ThriveMSP2040 reinvigorated the drive for reform in many cities and counties who were unhappy with aspects of the plan. However, our call for change is not a reaction to the specifics of the plan, or to how it allocates resources. Instead, the experience drove home what little incentive the Council has to take into account the opinions of local governments. Councilmembers do not answer to the local constituency, but rather to a constituency of one: the Governor. We realized this was the core problem, and the release of Thrive2040 was the catalyst that renewed our efforts to build a coalition for governance reform.

2) Who makes up the coalition?

The coalition originated with officials from Anoka, Carver, Dakota, and Scott Counties, who share a collective opinion that the Metropolitan Council must be more accountable to the regional constituency. They made the decision to develop principles for reform, and, knowing it was important to have the perspective of cities represented as well, invited certain city officials with interest in reform to join the group. The city officials (listed in Attachment A) represent themselves alone, and do not necessarily represent the views of their entire councils. Together this group developed a mutually-agreed-upon set of principles for reform.

3) You're asking cities to adopt these principles, knowing that they go against the position of Metro Cities. Doesn't this undermine the work of the Metro Cities organization?

We believe that Metro Cities plays a vital role in advocating for city interests, and we did invite them to play a part in the development of the shared principles. However, they ultimately decided to withdraw from the group due to the incompatibility of our positions. We had hoped to work together toward reform, and we hope to work together in the future if the position of the organization changes.

However, in the meantime we are aware of many cities with positions on Metropolitan Council reform that contradict the official Metro Cities position, and we believe that those cities should have their voices heard in the Legislature.

4) What are the next steps?

These draft principles have been distributed to every city and county in the metropolitan area, and we hope to have as many as possible adopt these principles. We are happy to discuss the principles, along with our reasons for wanting reform, with any Board or Council in the area.

During the Legislative Session we will present these adopted resolutions to Legislators to illustrate how important reform is to local governments in the metro-area, and we will work with Legislators to advance reform proposals that meet the adopted principles.

5) How do other cities do it?

Every other major metropolitan area's regional planning organization (see Attachment B), as well as every other regional planning organization in Minnesota, is made up of a majority of local elected officials.

6) Is this an effort to get rid of the Metropolitan Council?

Absolutely not. Regional governance is important, but it would be more effective and credible with local representation. In the current system, Metropolitan Council members are non-elected individuals answerable only to the Governor, an office that has often been elected without majority support from metropolitan-area voters. The Council, which has the ability to levy taxes on metropolitan-area residents, should be answerable to the citizens and taxpayers of the area it represents rather than a single officeholder and should feature strong county representation from local elected officials.

7) Is this a reaction to the ThriveMSP2040 plan?

No. Many cities and counties were unhappy with aspects of the Council's plan. However, our call for reform is not a reaction to the specifics of the plan, or to how it allocates resources. Instead, the experience drove home to many what little incentive the Council has to take into account the opinions of local governments. The Council does not answer to the local constituency, but rather to a constituency of one- the Governor. We realized that this was the core problem, and the release of Thrive2040 was the catalyst to renew our efforts to build a coalition for governance reform.

8) Is there other support for this?

Yes, many other entities and organizations have come out in support for reform. In 2011, for example, the Office of the Legislative Auditor released a report recommending that the Metropolitan Council be composed of a majority elected officials, citing the Council's "limited credibility" due to a governance structure that limits accountability.

The City of Minneapolis also passed a resolution on January 14, 2011, asking the Legislature to reform the Council so that a "majority of council members shall be locally elected city and county officials."

Furthermore, representatives of the Federal Highway Administration and Federal Transit Administration, responsible for certifying the Council as eligible to receive federal transportation and transit funding, have encouraged reform of the Council to make it "more directly accountable to its public."

9) Would these principles turn the Metropolitan Council into a Council of Governments (COG)?

No. Councils of Governments have little authority beyond transportation planning and regional coordination of service. The level of authority that the Legislature has granted the Metropolitan Council, including the authority to levy taxes, is unique. None of the proposed principles diminish Council authority in any way, and will not transform the Council into a COG.

10) Do you oppose the Governor?

No. This is not a partisan issue- we would feel the same way whether the Governor was a Republican or a Democrat. What troubles us is that the entire membership and focus of the Council can shift depending on who is in power. The Council should represent the interests of the region, not a single individual.

11) Is this about the suburbs complaining?

No. This is about ensuring that the entire region feels represented by the Metropolitan Council.

12) Is the Met Council accountable to their constituents?

No. Although the Met Council has the power to levy taxes on metropolitan area residents, it is not accountable to those residents and is instead solely accountable to the Governor, an individual that over the last five election cycles was only once elected with majority support from metro-area voters.

QUESTIONS ABOUT THE PRINCIPLES THEMSELVES:

13) Aren't local elected officials too busy to serve on the Council?

There is a time commitment to serving on the Council, true, but it is only a part-time engagement. Many current Metropolitan Council members hold other full-time jobs. Furthermore, local elected officials serve on the metropolitan planning organizations of every other large city in the country.

If these principles are enacted it will be part of cities and counties' role to ensure that those appointed to the Council are comfortable with the time commitment.

14) Isn't it a conflict of interest to ask an official elected by one specific city or county to represent an entire region?

Local elected officials already serve in many capacities where they must consider regional interests. The Council's Transportation Advisory Board, for example, which recommends allocation of transportation and transit funding throughout the region, is made up of majority of local elected officials. The Counties Transit Improvement Board and the Metropolitan Mosquito Control District Board are two other examples where local elected officials serve and represent the interests of an entire region. Even the structure of County Boards and City Councils requires local elected officials to represent the interests of the entire city/county, rather than the specific district that elected them.

15) What happens if a local elected official leaves office in the middle of his/her Metropolitan Council appointment?

We purposely made these principles high-level. We do not want to get into the details of a specific plan; that is the job of the Legislature. These issues will be considered as a plan develops.

16) What about the criticisms of the role of the Council? These principles don't address any of that.

True, and many of us do have thoughts on the role of the Council. However, we believe that the first step is to reform the governance of the Council. Once the Council is accountable to its metropolitan constituency we can consider the role that it should play in the region's future.

17) You mention a system of voting and checks and balances- can you elaborate?

We purposely made these principles high-level. We do not want to get into the details of a specific plan; that is the job of the Legislature. However, we do believe that the Council should represent all citizens in the area, without allowing the large urban core to drive all decision making.

ATTACHMENT A: PARTICIPANTS IN THE METROPOLITAN GOVERNANCE WORKING GROUP

Participating County Officials:

Anoka County:	Commissioner Matt Look Commissioner Scott Schulte Commissioner Rhonda Sivarajah County Administrator Jerry Soma
Carver County:	Commissioner Randy Maluchnik Commissioner Tom Workman County Administrator Dave Hemze
Dakota County:	Commissioner Chris Gerlach Commissioner Nancy Schouweiler Commissioner Liz Workman County Manager Brandt Richardson
Scott County:	Commissioner Mike Beard Commissioner Jon Ulrich County Administrator Gary Shelton

Participating City Officials:

Bethel:	Councilmember Brian Kirkham
Burnsville:	Councilmember Bill Coughlin
Chanhassen:	Mayor Denny Laufenburger
Elko New Market:	Mayor Bob Crawford
Jordan:	Councilmember Mike Franklin
Lino Lakes:	Mayor Jeff Reinert
Prior Lake:	Mayor Ken Hedberg
Rosemount:	Councilmember Jeff Weisensel
Shakopee:	Mayor Bill Mars

Metropolitan Planning Agencies in Large Metropolitan Areas

Name	Governance Structure
<u>San Diego Association of Governments</u>	<p>The Board includes 20 local elected officials as well as non-voting members from various state and federal agencies and other organizations.</p> <p>Summary: All voting members are local elected officials. There are no citizen members.</p>
<u>Metropolitan Council</u>	<p>The Council consists of 16 citizens appointed by the Governor.</p> <p>Summary: All voting members are citizens. There are no elected officials on the Council.</p>
<u>North Jersey Transportation Planning Authority</u>	<p>The Board consists of 15 local elected officials, 4 other government representatives, and 1 citizen representative (position is currently vacant).</p> <p>The 3 other government representatives are from the Port Authority, the NJ Governor's Authorities Unit, NJ Department of Transportation, and NJ TRANSIT.</p> <p>Summary: The majority of voting members are local elected officials. There is one citizen member.</p>
<u>Metropolitan Transportation Commission (Oakland CA)</u>	<p>The Board consists of 16 local elected officials, 2 representatives of the federal government, 1 representative of state government, and 2 representatives of local organizations.</p> <p>The state representative is from the California State Transportation Agency.</p> <p>The 1 organizations are the San Francisco Bay Conservation and Development Commission and the Association of Bay Area Governments.</p> <p>Summary: The majority of voting members are local elected officials. There are no citizen members.</p>
<u>Houston-Galveston Area Council</u>	<p>The Board consists of 30 local elected officials, 6 judges, and 1 representative of the Independent School Districts.</p> <p>The local elected officials represent cities and counties in the metro area, although some cities and counties are represented by judges.</p> <p>Summary: The majority of voting members are local elected officials. There are no citizen members.</p>

Metropolitan Planning Agencies in Large Metropolitan Areas

Name	Governance Structure
<u>North Central Texas Council of Governments</u>	<p>The Board consists of 9 local elected officials, 3 judges, and a non-voting member of the Texas Legislature.</p> <p>The metro-area cities are represented by mayors or councilmembers; the counties are represented by judges.</p> <p>Summary: The majority of voting members are local elected officials (although there are no county elected officials- counties are represented by judges). There are no citizen members.</p>
<u>Boston Region MPO</u>	<p>The Board consists of 14 local elected officials, 8 representatives from other governments and organizations, and 2 nonvoting representatives from the federal government.</p> <p>The elected officials are all mayors and selectmen of local towns; there are no county representatives.</p> <p>There are 2 representatives from regional planning organizations, as well as representatives from regional transit and transportation authorities and the Massachusetts Department of Transportation.</p> <p>Summary: The majority of the voting members are local elected officials. There are also no citizen members.</p>
<u>Atlanta Regional Commission</u>	<p>The Board consists of 23 local elected officials, 15 citizens, and 1 non-voting representative from the Georgia Department of Community Affairs.</p> <p>There is 1 citizen representative from each of 15 districts in the metro area, elected by the 23 public officials.</p> <p>Summary: All voting members are either local elected officials or are citizen members selected by local elected officials.</p>
<u>Puget Sound Regional Council</u>	<p>The Council has a general assembly consisting of all elected officials from all member jurisdictions. The Assembly establishes the budget and elects representatives to the Executive Board.</p> <p>The Executive Board consists of 30 elected officials and 2 representatives from the Washington State Transportation Commission and the Washington State Department of Transportation.</p> <p>Summary: All voting members are either local elected officials or are selected by local elected officials. There are no citizen members.</p>

Metropolitan Planning Agencies in Large Metropolitan Areas

Name	Governance Structure
<u>National Capital Region Transportation Planning Board</u>	<p>The Board consists of 32 local elected officials and 2 representatives from state government.</p> <p>The 2 state representatives are legislators from the Maryland and Virginia General Assemblies.</p> <p>Summary: The majority of voting members are elected officials. There are no citizen members.</p>
<u>Maricopa Association of Governments</u>	<p>The Council consists of 32 local elected officials, 4 state representatives, and 1 member of a citizen organization.</p> <p>The elected officials are mayors, councilmembers, etc. from metro towns, cities, and reservations.</p> <p>There are also 2 representatives each from the State Transportation Board and the Arizona Department of Transportation.</p> <p>Finally, there is a representative from the Citizens Transportation Oversight Commission.</p> <p>Summary: The majority of voting members are local elected officials. There is one citizen member, a representative of a citizen oversight commission.</p>
<u>Southwestern Pennsylvania Commission</u>	<p>The Executive Committee consists of 11 local elected officials, 3 at-large members, and representatives from the Pennsylvania Department of Economic Development, Department of Transportation, and Governor's Office.</p> <p>Summary: The majority of voting members are local elected officials. There are 3 at-large members.</p>
<u>Delaware Valley Regional Planning Commission</u>	<p>The Board consists of 16 state government appointees, 24 local government elected officials and staff, and 2 attorneys. as well as a number of non-voting members.</p> <p>There are 4 representatives from the PA Department of Transportation and 3 from the NJ Department of Transportation.</p> <p>There are also 3 representatives from the PA Governor's Policy Office, 1 other PA Governor's appointee, 3 from the NJ Department of Community Affairs, and 2 appointees from the NJ Governor.</p> <p>Summary: The majority of voting members are either local elected officials or local government staff members. There are no citizen members.</p>

Metropolitan Planning Agencies in Large Metropolitan Areas

Name	Governance Structure
<u>New York Metropolitan Transportation Council</u>	<p>The Board consists of 5 local elected officials, 3 city representatives, 1 state representative, and 7 non-voting members from various federal and state agencies.</p> <p>The 5 local elected officials are the County Executives of the 5 metro counties. The city representatives are heads of the New York City Transportation Authority, Department of Transportation, and Department of City Planning.</p> <p>The state representative is from the New York State Department of Transportation.</p> <p>Summary: The majority of voting members are local elected officials or representatives from city government. There are no citizen members.</p>
<u>Baltimore Regional Transportation Board</u>	<p>The Board consists of 7 local elected officials and 4 representatives from state departments (3 non-voting).</p> <p>A representative from the Maryland Department of Transportation has voting privileges.</p> <p>Summary: All voting members, except one, are local elected officials.</p>
<u>Southeast Michigan Council of Governments</u>	<p>The Council has a general assembly consisting of delegates from all local governments in the region. The Executive Committee consists of local elected officials as well as representatives from community colleges and the Regional Transit Authority of Southeast Michigan.</p> <p>Summary: The majority of voting members are local elected officials. There are no citizen members.</p>
<u>Chicago Metropolitan Agency for Planning</u>	<p>The Board consists of appointments from each of the metro counties- the members are a combination of elected officials and representatives of nonprofits and private industry. There are also 2 non-voting Governor's appointees and a non-voting representative of the Regional Transportation Authority.</p> <p>Summary: The majority of voting members are elected officials and all are appointed by local jurisdictions. There is a Citizens' Advisory Committee created by the Board.</p>
<u>Southern California Association of Governments</u>	<p>The Regional Council consists of elected local officials representing 67 districts, all members of the Los Angeles City Council and the Mayor, as well as 1 elected representative from each of the 6 counties in the district, and representatives from regional transportation commissions and tribal governments.</p> <p>Summary: The majority of voting members are local elected officials. There are no citizen members.</p>

Metropolitan Planning Agencies in Minnesota

Name	Governance Structure
<u>Duluth-Superior Metropolitan Interstate Council</u>	<p>The Board consists of 15 local elected officials from Minnesota and Wisconsin, 2 citizens, and one representative from the Duluth Transit Authority.</p> <p>There are two citizen members, one representing the City of Duluth and one the City of Superior.</p> <p>Summary: The majority of voting members are local elected officials. There are two citizen representatives.</p>
<u>Grand Forks - East Grand Forks Metropolitan Planning Organization</u>	<p>The Board consists of 6 local elected officials as well as 2 representatives from the Planning Commissions of the City of Grand Forks and the City of East Grand Forks.</p> <p>Summary: The majority of voting members are local elected officials. There are no citizen representatives.</p>
<u>Fargo-Moorhead Metropolitan Council</u>	<p>The Board consists of 11 elected officials and 3 representatives from the Fargo and Moorhead Planning Commissions.</p> <p>Summary: The majority of voting members are elected officials. There are no citizen representatives.</p>
<u>St. Cloud Area Planning Organization</u>	<p>The Board consists of 11 local elected officials as well as representatives from the Central Minnesota Transportation Alliance and St. Cloud Metro Bus.</p> <p>Summary: The majority of voting members are elected officials. There are no citizen representatives.</p>
<u>Metropolitan Council</u>	<p>The Council consists of 16 citizens appointed by the Governor.</p> <p>Summary: All voting members are citizens. There are no elected officials on the Council.</p>
<u>Rochester-Olmsted Council of Governments</u>	<p>The Board consists of 16 local elected officials, including 2 representatives from school districts, and 2 citizen members.</p> <p>Summary: The majority of voting members are elected officials. There are two citizen representatives.</p>
<u>La Crosse Area Planning Committee</u>	<p>The Board consists of 10 local elected officials.</p> <p>Summary: All voting members are elected officials. There are no citizen representatives.</p>
<u>Mankato/North Mankato Area Planning Organization</u>	<p>The Board is made up of 6 local elected officials.</p> <p>Summary: All voting members are elected officials. There are no citizen representatives.</p>

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Empty Bowls for PRISM and NEAR

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6TH ANNUAL EMPTY BOWLS EVENT ROBBINSDALE AREA SCHOOLS

Tuesday, March 8, 2016, 4:00pm -- 7:00pm
Cooper High School
8230 -- 47th Ave. No.
New Hope 55428

Join Channel 12's Dave Kiser at Cooper High School on March 8th to help fight hunger in our community!

Robbinsdale Area Schools invites the community to attend the 6th Annual Empty Bowls event. Beautiful and unique handcrafted ceramic bowls are created and donated by local students, community members and organizations. Your donation not only buys a bowl, but also a serving of soup and bread that has been donated by local businesses. Come for the soup bowl and stay for the entertainment featuring local singers, orchestras and bands.

Last year's event raised over \$15,000 for PRISM and NEAR food shelves. The need is even greater this year. The goal is to raise \$20,000 to help ensure that fewer families in the district go home to an "empty bowl".

[Donate or register online](#)

For questions or to volunteer contact Aviva at Aviva_Hillenbrand@Rdale.org

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CH 12



NEWS SPORTS COMMUNITY CORNER IN THE COMMUNITY TV SCHEDULE

Robbinsdale approves LRT design plans

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The city of Robbinsdale is the latest city to give "municipal consent" to the METRO Blue Line light rail extension project. The 13.5-mile will travel from Target Field, to Golden Valley, Robbinsdale and Crystal, before making five stops in Brooklyn Park.

The Robbinsdale City Council unanimously approved design plans, which are 15 percent complete. Robbinsdale officials say the Blue Line Extension would boost business and help homeowners.

"Property values go up, all over the United States, within short distances of where a stop is," said Robbinsdale City Council member Bill Blonigan, during Wednesday night's vote.

As the project moves forward, the Robbinsdale City Council supports closing the rail crossing at 39 1/2 Avenue, saying it would cut down on traffic and noise. That would leave two crossings in Robbinsdale: one at Noble Avenue and the other at 42nd Avenue.

A few more adjustments will have to be made to make room for the Blue Line Extension. EMI Audio on 42nd Avenue will have to relocate because that's where the proposed parking ramp will be built.

The company gave us this statement:

"EMI Audio is disappointed that our business will be displaced by the light rail parking ramp. We hope with the help of the city our business can remain located in Robbinsdale."

Northside Oriental Market on Hubbard Avenue will also have to relocate to make room for the parking ramp. The city is still working out details on the 550-stall ramp for the park and ride.

City still has concerns

As the Blue Line Extension project moves forward, city officials have a long list of concerns. That includes Sochacki Park, which construction crews will use as a staging area for the project.

"As part of being able to use that site, they will be required to remove the construction debris, bring in topsoil and help revegetate that area," said Robbinsdale City Manager Marcia Glick.

Traffic operations and pedestrian safety are also on the list. Overall, officials say the growing pains will be worth it in the end.

Crystal Arrest Report

Date Range: 02/24/2016 06:00:00 AM - 03/02/2016 06:00:00 AM

<u>Case Nbr</u>	<u>Juv</u>	<u>Last Name</u>	<u>First</u>	<u>Middle</u>	<u>Sex</u>	<u>Age</u>	<u>Date Arrested</u>
CYAR16-004225	N	GULLICKSON	JAROD	KEITH	M	30	02/24/2016 2:10 PM
		Address: 8100 45 AV N	8	NEW HOPE	MN	55428	
		Statute: 152-025-2-1	CONT SUBST-5TH DEG POSS-HEROIN				
CYAR16-004225	N	GULLICKSON	JAROD	KEITH	M	30	02/24/2016 2:10 PM
		Address: 8100 45 AV N	8	NEW HOPE	MN	55428	
		Statute: 151-40-1	CONT SUBST-POSS-HYPODERMIC NEEDLE				
CYAR16-004225	N	GULLICKSON	JAROD	KEITH	M	30	02/24/2016 2:10 PM
		Address: 8100 45 AV N	8	NEW HOPE	MN	55428	
		Statute: 152-092	CONT SUBST-POSS-DRUG PARAPHERNALIA				
CYAR16-004263	N	JOHNSON	LESLIE	BRIAN	M	44	02/24/2016 10:45 PM
		Address: 3722 ALDRICH AV N		MINNEAPOLIS	MN	55412	
		Statute: 169A-20-1-1	TRAF-DUI 3RD DEGREE				
CYAR16-004263	N	JOHNSON	LESLIE	BRIAN	M	44	02/24/2016 10:45 PM
		Address: 3722 ALDRICH AV N		MINNEAPOLIS	MN	55412	
		Statute: 169A-20-1-5	TRAF-DUI 3RD DEG ALCOHOL CONC OVER .08 OR MORE W/ 2 HOURS				
CYAR16-004270	N	SHAHER	MELANIE	NICOLE	F	26	02/25/2016 1:37 AM
		Address: 4011 FREMONT AV N		MINNEAPOLIS	MN	55412	
		Statute: 169A-20-1-1	TRAF-DUI 4TH DEGREE				
CYAR16-004270	N	SHAHER	MELANIE	NICOLE	F	26	02/25/2016 1:37 AM
		Address: 4011 FREMONT AV N		MINNEAPOLIS	MN	55412	
		Statute: 169A-20-1-5	TRAF-DUI 4TH DEG ALCOHOL CONC OVER .08 OR MORE W/ 2 HOURS				
CYAR16-003743	N	MCKEE	MAX	JORDAN	M	32	02/25/2016 11:30 AM
		Address: 1842 ST. CLAIR AV	5	ST. PAUL	MN		
		Statute: 152-025-2-1	CONT SUBST-5TH DEG POSS-MARIJUANA				
CYAR16-004310	N	STABBLEFIELD	NAVY		M	41	02/25/2016 4:11 PM
		Address: 12375 OAK PARK BLVD NE	210	BLAINE	MN	55434	
		Statute: 168-35	TRAF-REGISTRATION-INTENT TO ESCAPE MV TAX				
CYAR16-004310	N	STABBLEFIELD	NAVY		M	41	02/25/2016 4:11 PM
		Address: 12375 OAK PARK BLVD NE	210	BLAINE	MN	55434	
		Statute: 169-791-2-A	TRAF-NO PROOF INSURANCE-MS				
CYAR16-004344	N	HAMPTON	EMMANUEL	JOHNSON	M	28	02/26/2016 2:00 AM
		Address: 7032 EMERALD ST S		CHICAGO	IL	60621	
		Statute: MISWA	MISC OFCR WARRANT ARREST				
CYAR16-004379	N	BROOKS	ANDREW	PAULSON	M	30	02/26/2016 12:36 PM
		Address: 4239 ISLEMOUNT PL		ROBBINSDALE	MN	55422	
		Statute: 171-24-5	TRAF-DRIVING AFTER CANCELLATION (IPS)				
CYAR16-004444	N	FISHER	WENDY	MARIE	F	36	02/27/2016 2:28 AM
		Address: 3736 3 ST NE	1	COLUMBIA HTS	MN	55421	
		Statute: MISWA	MISC OFCR WARRANT ARREST				
CYAR16-004522	N	MARTINEZ	LORENZO	MARTINEZ	M	36	02/27/2016 9:32 PM
		Address: 1893 SLOAN ST		MAPLEWOOD	MN	55117	
		Statute: 169A-20-1-1	TRAF-DUI 4TH DEGREE				
CYAR16-004522	N	MARTINEZ	LORENZO	MARTINEZ	M	36	02/27/2016 9:32 PM
		Address: 1893 SLOAN ST		MAPLEWOOD	MN	55117	
		Statute: 169A-20-1-5	TRAF-DUI 4TH DEG ALCOHOL CONC OVER .08 OR MORE W/ 2 HOURS				

Arrest Report

Date Range: 02/24/2016 06:00:00 AM - 03/02/2016 06:00:00 AM

<u>Case Nbr</u>	<u>Juv</u>	<u>Last Name</u>	<u>First</u>	<u>Middle</u>	<u>Sex</u>	<u>Age</u>	<u>Date Arrested</u>
CYAR16-004538	N	TIERNEY	MICHAEL	EDWARD	M	31	02/28/2016 3:15 AM
		Address:	6305 CORVALLIS AV N	CRYSTAL	MN	55428	
		Statute:	609-595-3	CRIMINAL DAMAGE PROP-4TH DEG-VALUE \$1 TO \$500			
CYAR16-004538	N	TIERNEY	MICHAEL	EDWARD	M	31	02/28/2016 3:15 AM
		Address:	6305 CORVALLIS AV N	CRYSTAL	MN	55428	
		Statute:	609-605-1-B-4	TRESPASS-BUILDING OR DWELLING			
CYAR16-004538	N	TIERNEY	MICHAEL	EDWARD	M	31	02/28/2016 3:15 AM
		Address:	6305 CORVALLIS AV N	CRYSTAL	MN	55428	
		Statute:	609-72-1	DISTURB-DISORDERLY CONDUCT			
CYAR16-004656	N	HOWARD	ODELL	JONATHAN	M	20	02/29/2016 2:25 PM
		Address:					
		Statute:	609-2242-1-2	ASSAULT- DOMESTIC ASSAULT-MISD			
CYAR16-004656	N	HOWARD	ODELL	JONATHAN	M	20	02/29/2016 2:25 PM
		Address:					
		Statute:	609-72-1	DISTURB-DISORDERLY CONDUCT			
CYAR16-004665	N	WARD	KWAME		M	24	02/29/2016 6:25 PM
		Address:	4515 58 AV N	109 BROOKLYN	MN	55429	
		Statute:	171-24-1	TRAF-DRIVING AFTER SUSPENSION			
CYAR16-004665	N	WARD	KWAME		M	24	02/29/2016 6:25 PM
		Address:	4515 58 AV N	109 BROOKLYN	MN	55429	
		Statute:	169-20-3-B	TRAF-DRIVER FAILS TO STOP FOR STOP SIGN			
CYAR16-004665	N	WARD	KWAME		M	24	02/29/2016 6:25 PM
		Address:	4515 58 AV N	109 BROOKLYN	MN	55429	
		Statute:	MISWA	MISC OFCR WARRANT ARREST			
CYAR16-004694	N	TURNER	NEXUS	DESAI	M	30	03/01/2016 1:46 AM
		Address:	3531 FILLMORE ST NE	MINNEAPOLIS	MN	55418	
		Statute:	MISWA	MISC OFCR WARRANT ARREST			
CYAR16-004700	N	SUMLER	QUENTIN	JEROME	M	35	03/01/2016 3:43 AM
		Address:	7720 49 AV N	225 NEW HOPE	MN	55428	
		Statute:	MISWA	MISC OFCR WARRANT ARREST			

End of Report



CRYSTAL POLICE DEPARTMENT MEDIA REPORT

CASE ACTIVITY: Previous 7 Days prior to

March 2, 2016 - 12:00:00 AM

CASE NO	LOCATION	OFFENSE	VALUE	PROPERTY DESCRIPTION	DATE OCCURRED
CY16-004665	56 AV N&ORCHARD AV N	ACC-MOTOR VEHICLE PROPERTY DAMAGE			02/29/2016 17:59
CY16-004666	52-- XENIA AV N	ASSAULT- DOMESTIC ASSAULT			02/29/2016 14:17
CY16-004538	56-- XENIA AV N	BURGLARY-1ST DEG-OCC DWELLING	0	NOTHING STOLEN	02/28/2016 03:01
CY16-004538	56-- XENIA AV N	CRIMINAL DAMAGE PROP-4TH DEG			02/28/2016 03:01
CY16-004538	56-- XENIA AV N	DISTURB-DISORDERLY CONDUCT			02/28/2016 03:01
CY16-004666	52-- XENIA AV N	DISTURB-DISORDERLY CONDUCT			02/29/2016 14:17
CY16-004690	51 PL N&DOUGLAS DR N	FLEEING POLICE OFFICER			02/29/2016 23:59
CY16-004344	46 AV N&WEST BROADWAY	MISC			02/26/2016 01:34
CY16-004665	56 AV N&ORCHARD AV N	MISC			02/29/2016 17:59
CY16-004710	56 AV N&PENNSYLVANIA AV	MISC			03/01/2016 08:11
CY16-004533	52-- 56 AV N	TRAF-CARELESS DRIVING			02/28/2016 00:49
CY16-004710	56 AV N&PENNSYLVANIA AV	TRAF-DRIVE WITHOUT INSURANCE			03/01/2016 08:11
CY16-004665	56 AV N&ORCHARD AV N	TRAF-DRIVER FAILS TO STOP FOR STOP			02/29/2016 17:59
CY16-004379	CO RD 81&WILSHIRE BLVD	TRAF-DRIVING AFTER CANCELLATION (IPS)			02/26/2016 12:28
CY16-004665	56 AV N&ORCHARD AV N	TRAF-DRIVING AFTER SUSPENSION			02/29/2016 17:59
CY16-004263	51 PL N&WEST BROADWAY	TRAF-DUI 3RD DEG ALCOHOL CONC			02/24/2016 22:36
CY16-004263	51 PL N&WEST BROADWAY	TRAF-DUI 3RD DEGREE			02/24/2016 22:36
CY16-004270	56 AV N&JERSEY AV N	TRAF-DUI 4TH DEG ALCOHOL CONC OVER .08			02/25/2016 01:28
CY16-004522	56 AV N&ORCHARD AV N	TRAF-DUI 4TH DEG ALCOHOL CONC OVER .08			02/27/2016 21:17
CY16-004270	56 AV N&JERSEY AV N	TRAF-DUI 4TH DEGREE			02/25/2016 01:28
CY16-004522	56 AV N&ORCHARD AV N	TRAF-DUI 4TH DEGREE			02/27/2016 21:17
CY16-004310	CO RD 81&WILSHIRE BLVD	TRAF-NO PROOF INSURANCE			02/25/2016 16:00
CY16-004310	CO RD 81&WILSHIRE BLVD	TRAF-REGISTRATION-INTENT TO ESCAPE MV			02/25/2016 16:00
CY16-004710	56 AV N&PENNSYLVANIA AV	TRAF-REGISTRATION-INTENT TO ESCAPE MV			03/01/2016 08:11
CY16-004710	56 AV N&PENNSYLVANIA AV	TRAF-SPEEDING			03/01/2016 08:11

CASE NO	LOCATION	OFFENSE	VALUE	PROPERTY DESCRIPTION	DATE OCCURRED
CY16-004538	58- XENIA AV N	TRESPASS-BUILDING OR DWELLING			02/28/2016 03:01

End of Report

Crystal & New Hope

Curbside Clean Up

It's clean up time! Round up the junk from your basement, garage, back yard, or attic and get it to the curb for the Curbside Clean Up. Here is your chance to pile general junk, broken toys, unusable furniture such as a desk, couch, chair, table, lamp, scrap metal and appliances at your curbside and we'll take it for you! Residents who pay the city for curbside recycling (single family through eight unit households) may participate in this event. Set materials at the curb before 7 a.m. on the first day of collection in your zone:

Monday & Tuesday, April 4-5

West of Winnetka and north of 42nd

Wednesday & Thursday, April 6-7

East of Winnetka and north of the CP railroad line

Friday & Saturday, April 8-9

East of Winnetka, North of 42nd between Winnetka and Douglas, north of 47th for those on the east side of Douglas, South of the CP railroad line

Monday & Tuesday, April 11-12

West of Winnetka and south of 42nd

Wednesday & Thursday, April 13-14

East of Winnetka, west of Douglas and south of 42nd

Friday & Saturday, April 15-16

East of Douglas and south of 47th

How to Participate:

- Collection will be from 7 a.m. to 7 p.m. ***Trucks will go through only once and it may be the first collection day.***
- If you miss your curbside pick-up, please call your regular trash hauler who will pick up your waste for a fee at your expense.
- Do not put materials out more than ***two days*** before the scheduled cleanup day.
- Please separate items into two piles; refuse and appliances (limit two appliances per household). Place the appliances on the opposite side of the driveway of other waste.
- Note: separate trucks will go through the neighborhood at different times to pick up the different types of waste (appliances, bulky items, general junk).
- NO TVs, NO Computers, NO Propane Tanks, NO Batteries, NO Tires will be collected.
- Only households that pay for City Recycling Services are eligible for the collection.
- Contact Recycling program administration at 763-493-8006 with questions.

(See other side for more details)

WHAT WILL BE COLLECTED AT THE CURB:

(Do not place items in garbage/recycling container!)

- **General junk:** Boxed or bundled—under 100 pounds per item. No household trash, such as food.
- **Carpets/carpet pads:** Rolled and securely tied. No longer than five feet and no wider than one foot in diameter—larger rolls cause handling problems.



- **Lumber:** Stack lumber and remove or bend nails. No longer than five feet. **No railroad ties.**
- **Mattresses/box springs**
- **Scrap metal:** Metal desks and file cabinets, metal fencing, swing sets, bicycles and lawn mowers (drain fluids and remove gas cap). No item more than 100 pounds or longer than 5 feet will be accepted.
- **Appliances:** Stove, refrigerators, washer, dryer, water heater, microwave, air conditioner, microwave, furnace, dishwasher, dehumidifier. Limit of two appliances per house. (**No ammonia-gas camper appliances**) Empty appliances and tie/tape appliance doors shut and place on opposite side of driveway of other waste.
- **Unusable Furniture:** Tie and secure hide-a-way beds individually so they cannot open during handling.
- **Construction Materials:** Pile is limited to what can fit in a level standard-size pickup truck. No contractor or business related materials. Remove or bend nails flat.



Truck bed size limits:
8 ft long, 4 ft wide, 2 ft depth

- **All fluids must be drained from items to be collected.**

IMPORTANT NOTICE

Residents who place "unacceptable" items at the curb or miss the cleanup date must schedule waste disposal at their own expense! City ordinances prohibit the storage of junk, waste, appliances, debris, or other items outside.

DISPOSAL OPTIONS FOR ITEMS NOT ACCEPTED IN CURBSIDE COLLECTION:

Fees are charged for disposal of certain items, check with each business for details.

Usable household item exchange:

www.twincitiesfreemarket.org

the FREE MarketSM
A great way to Give or Get free stuff.

- Household hazardous or problem wastes: Motor oil, tires, batteries, paint, antifreeze, solvents, and household chemicals.
- Electronics: TVs, computers, stereos (fees charged).
- Ammonia-gas refrigeration units: Camper and other refrigerators, air conditioners. Must call ahead for an appointment.

Hennepin County Recycling Center

8100 Jefferson Hwy, Brooklyn Park

612-348-3777 or

www.hennepin.us/dropoffs

- Concrete/bricks
- Shingles (no asbestos)

Waste Management Maple Grove

Transfer Station, 763-425-3736

10633 89th Ave N, Maple Grove

- Propane tanks (empty or filled)
Amerigas, 763-427-6664,
7411 W Hwy 10, Anoka
Lakes Gas, 612-529-9276
3930 Washington Ave, Minneapolis

- Leaves, grass, and tree branches less than ten inches in diameter.

Maple Grove Yard Waste Site

14796 101st Ave. N., Maple Grove,

763-420-4886 or www.mgyardwaste.com

- Stumps, logs, large tree limbs
- Asbestos shingles/siding
- Railroad ties

Elk River Landfill, 763-441-2464

22460 Hwy 169, Elk River

Anne Norris

From: owenw@ewald.com
Sent: Friday, February 26, 2016 1:04 PM
To: Anne Norris
Subject: Ewald at the Capitol/Budget Forecast Update

Ewald Consulting



February 26, 2016

February Budget Forecast: Reduction in Revenue Lowers the Surplus

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The February budget forecast was announced this morning, and the projected surplus is markedly less than it was as recently as November. According to the Minnesota Management and Budget office (MMB), the state will experience a budget surplus of \$900 million for fiscal year 2016-17. This is a reduction of more than \$300 million when compared to the November budget forecast that projected a surplus of nearly \$1.2 billion.

According to the MMB, the state's spending was reduced by an estimated \$129 million over the next two years; however, the agency stated that the lower-than-expected surplus is due to a \$427 million decrease in projected revenue. This has resulted in the projected \$900 million surplus Minnesota has today, which is \$306 million less than what MMB projected less than four months ago.

Ewald Consulting will provide an in-depth analysis of the budget forecast in the Friday, March 4 edition of *Ewald at the Capitol*.

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info@ewald.com • www.ewald.com

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Chrissy Serres

Subject:

FW: Legislative Update - March 2, 2016

From: rep.lyndon.carlson@house.mn [rep.lyndon.carlson@house.mn]

Sent: Wednesday, March 02, 2016 12:17 PM

To: Announcements from Representative Lyndon Carlson

Subject: Legislative Update - March 2, 2016

* 283 State Office Building
100 Rev. Dr. Martin Luther King Jr. Blvd.
Saint Paul, Minnesota 55155
651-296-4255

E-mail:

rep.lyndon.carlson@house.mn<<http://www.house.leg.state.mn.us/sendmail/mailtomember.aspx?id=10089>>

* Prefers interim mail at this address.

Rep. Lyndon Carlson Sr. (45A) - Legislative Update

Dear Neighbors,

With spring just weeks away, many of us are taking time to look closely at our finances. If your family is currently paying student loans, I wanted to remind you of some steps the legislature has taken to help you and your family save by refinancing student loan debt. These issues heavily impact many Minnesotan college students and graduates, and many families in our community.

Helping Students Refinance and Save

Recently, the Minnesota Office of Higher Education and Lt. Governor Tina Smith unveiled a tool to help Minnesota graduates reduce large debt burdens. It's called the "SELF Refi" program, and it was made possible by a bill I supported in the 2014 legislative session that allowed the Office of Higher Ed to buy down student debt through the sale of revenue bonds (You can read the Lieutenant Governor's press release [here](http://mn.gov/governor/newsroom/pressreleasedetail.jsp?id=102-177514)<<http://mn.gov/governor/newsroom/pressreleasedetail.jsp?id=102-177514>> for more details). It allows college graduates residing in Minnesota to refinance their loans and significantly lower interest rates if they meet certain criteria, including: debt ranging between \$10,000-\$70,000, a FICO credit score of 720 or higher (650 for those with a co-signer higher than 720), a debt-to-income ratio 45 percent or lower, and completion of a certificate, diploma, associate, bachelor's, or master's degree.

Graduates can find out more information about the program at the Office of Higher Education's website [here](http://www.selfrefi.state.mn.us/)<<http://www.selfrefi.state.mn.us/>>. Please share this information with any friends or family members who you think could benefit from refinancing. For graduates with high interest loans, this is a game-changer. Just one example, a young person with loans that were at a 6.8% fixed interest rate can refinance to a 4.5% fixed interest rate through the online application and "SELF-Refi" approval process found at the link above.

Minnesota State Grants Increase

Also, the Office of Higher Education announced an increase in state grants to 95,000 Minnesota college students. The average student would receive an extra \$200 in aid. I supported the addition of \$125 million to the Minnesota State Grant program, which expanded eligibility by 17,000 students and increased grants by an average of about \$500 per student. You can read Star Tribune coverage of that story here<<http://www.startribune.com/minnesota-college-students-to-receive-200-more-in-direct-aid-than-expected/369032591/>>.

There is still work ahead of us to make college more affordable for every Minnesota family, since it's a crucial tool for increasing incomes and leveling the playing field in the job market, but these steps move us in the right direction.

If you have questions or concerns please contact me at
Rep.Lyndon.Carlson@house.mn<<mailto:Rep.Lyndon.Carlson@house.mn>> or 651-296-4255.

Sincerely,

Lyndon Carlson

State Representative

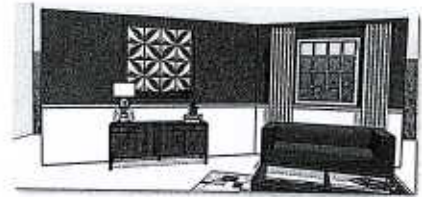
click to
unsubscribe<http://www.house.leg.state.mn.us/list/asktounsubscribe.asp?email=anne.norris@ci.crystal.mn.us&email_notification=T&confirm_first=T&showconfirm=T&lists=rep_lyndon_carlson_list&url=http://www.house.mn/list/unsubscribesuccess.asp>

SPOTLIGHT

march • april 2016

Open house March 21

We're SUPER excited about the control room's HD upgrade and remodel—so excited, in fact, that we're hosting an open house Monday, March 21, 4-8pm. We're inviting all our NWCT members, along with the general public in the nine northwest suburbs, to come and get a sneak peek. Not only will you get to check out the new Compix graphics in the control room, you'll be able to view all the new sets that have been under construction the last couple months. And, that's not all! We're planning a couple HD makeup demonstrations (Nikki has more to say about that). There will be A LOT of new to preview so drop by March 21 between 4pm and 8pm and take a gander! **TT**



New sets preview

Along with a new control room, new sets are rolling your way, literally! Dunwoody Institute design students, Alyx Paschke and Angelica Sedano (left to right below), took on the task



of designing new sets for you, including a brand new kitchen, and picking out new furniture pieces. They did an outstanding job and we can't wait to see them in use! Join us at our open house, Monday, March 21, 4pm to 8pm, to see the sets on display! **NJ**



MacKenzie Fortier
Professional Makeup Artist

Models needed for HD makeup demo

Professional makeup artist, MacKenzie Fortier, is joining us at our open house, Monday, March 21, to demonstrate how to best apply makeup for high definition television, what types of products to use and where to buy them.

Two demonstrations will be held, both the same, one at 5:30pm and one at 7pm. MacKenzie is looking for two volunteers, one for each half-hour demonstration—if you are interested, email info@nwct.org or call 763.278.4330 by **Friday, March 11**. If more than two volunteers are interested, we will do a drawing March 11 at 4:30pm. **NJ**

The Cable Commission agenda included a brief update on CenturyLink. As of the February meeting, the Cable Commission was still waiting for CenturyLink to find time to resume working on a competitive franchise for the northwest suburbs. There was also a brief update from Comcast and we talked briefly about an FCC proposal to enable more consumer choice in set-top boxes.

of Directors meeting is on Thursday, May 19, at 7:30am, in the Studio. I want to remind everyone that you can watch a replay of our meetings on the web at **nwsgccc.org**.

One of my favorite things to do when I am in the community access section of our building is to meet and greet community producers. Without question, my number one takeaway from these impromptu introductions is the **passion** that each of you have for what you are doing. Keep up the great work! **MJ**



Wow, did we have a GREAT turnout for the “Creating a YouTube channel” class on January 7! So, what’s next? When you have your YouTube channel ready (or if you already have a YouTube channel for your show), let us know—we’d like to link to your channel.

NWCT has created a link on our website's WATCH page at www.nwct.org/youtube_links.aspx.

Chekanaeh Glory Ministries, Gospel Safari, NW City Politics, Phirst Contention and Raihana's Cuisines are currently listed. If you'd like to join them, please forward your YouTube link to ttouray@nwct.org or call Tamisha at 763.278.4323. **TT**

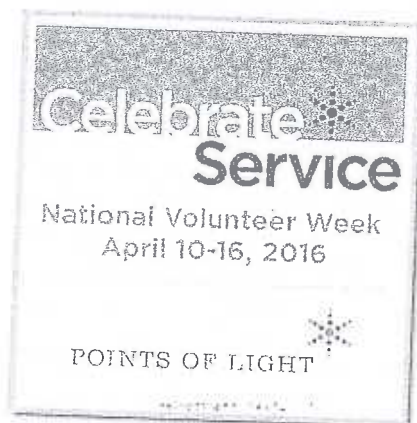
We're ba-ack! Javie's Late Show returns March 28



The new season of Javie's Late Show is coming back! And, it's going to be bigger, brighter and a whole lot crazier. With a whole new control room with brand new props for sets, we are looking for people to be a part of history . . . again. If you want to be part of Season 2 of Javie's Late Show, please call or email us anytime at 763.278.4330 or info@nwct.org. We'll be recording Episodes 1 through 4 Monday, March 28, 6:30pm-9:30pm. **JC**

National Volunteer Week April 10-16

National Volunteer Week kicks off April 10 and this year it's all about encouraging and recognizing individuals who engage in their communities. National Volunteer Week is sponsored by the nonprofit Points of Light—it is the world's largest organization dedicated to volunteer service.



Here at NWCT, we will recognize our volunteers' contributions to the community in a variety of ways. We will use social media to highlight our members and will also have daily prize drawings. And did I say, popcorn each day?!

Most importantly, we will kick off our **#teamnwct** social media campaign. All week long we ask that you upload and hashtag examples of your "NWCT team spirit" to Facebook, Twitter and Instagram. All volunteers who do will be entered in a drawing for **#teamnwct** t-shirts! We'll have more information about Volunteer Week posted at the studio—get ready to celebrate YOU! **BNC**



#teamnwct

CREW FOR COINS

Stockpiling your Crew Coins waiting for new items? You won't have to wait much longer! To kick off National Volunteer Week in April, we're adding new items (yet to be determined). Remember, all crew members get one Crew Coin for every half hour show volunteered on; hour shows are worth two Crew Coins. Producers with crew are also eligible. **NJ**

Welcome Sue Ellen!

Sue Ellen Zagrabelny attended her first Board of Directors meeting February 18. She won the Board election held last November. Sue Ellen has been a volunteer at NWCT since 2012. She produces Book Beat and also assists fellow volunteers as a crew member on a variety of programs. She looks forward to serving as a volunteer advocate on the Board—welcome, Sue Ellen! **BNC**



Current volunteer reps on the NWCT Board of Directors, Zipporah Mesesi and Scott Burdette, welcome Sue Ellen Zagrabelny to the team.

SOCIAL MEDIA LINKS

www.nwct.org [nwct18](https://www.youtube.com/nwct18)
[nwctv](https://www.facebook.com/nwctv) [nwctaccess](https://www.youtube.com/nwctaccess)
[@NWCTACCESS](https://twitter.com/NWCTACCESS)

Community & People • Government

Crystal tacitly approves light rail plans

Published February 29, 2016 at 10:23 pm

By Joe Bowen

Sun Post
2/29/2016

City council votes to take no action on plans; effectively a 'yes' vote

The Crystal City Council OKed – sort of – initial plans for the Blue Line Extension light rail line Feb. 29.

The council approved a resolution by a 4-2 vote that officially takes no action for its “municipal consent” vote, a decision that is effectively a “yes” vote as far as state law and the Metropolitan Council are concerned. Voting in favor were council members Elizabeth Dahl, Jeff Kolb, Olga Parsons, and Mayor Jim Adams. Voting against were council members Laura Libby and Casey Peak. Councilmember Julie Deshler was not present at the meeting.



Members of the Crystal City Council discuss “municipal consent” for the planned Blue Line Extension light rail project. More than one council member said they were opposed to the project as a whole and were frustrated with the “three ‘yes’es” they could give to the project. (Sun Post staff photo by Joe Bowen)

Even without giving explicit “yes” vote approval, the council’s decision approves approximately the first 15 percent of the light rail plans: the alignment of the tracks, the location of the station, parking lot sizes and locations, and other broad strokes.

The council’s decision happened after about an hour of discussion where every member but Libby made it clear that they were not in favor of the line in the first place, and some objected to the process by which light rail planners work with cities and receive their consent for the project. Dahl said she wanted to choose the best possible “no” vote in a “scenario of ‘yes’es.” Per state law, the council could take no action, which would be considered tacit approval for the project; it could vote “no” and create a list of reasons why it voted that way which would go back to the Met Council for consideration; or it could vote “yes.”

The approved resolution includes language that codifies city leaders' misgivings about project elements that planners say will be addressed further on in the project's planning process. Several council members pushed hard for a pedestrian bridge, for instance, and felt that a previous decision at a corridor management committee meeting to eventually include one in the project's "scope" didn't go far enough.

"I'd love to trust that it's going to be built and it's going to be part of the scope," Kolb said of the bridge. "But it also makes it very difficult to make an affirmative vote. I'm telling other people to trust me because I'm trusting somebody else."

Peak advocated for an outright "no" vote as a means of prompting the Met Council to address the city's concerns.

"It's our only way to ensure that these things are added," he said.

Libby advocated for an outright "yes" vote as part of her broader support for the light rail project.

"I can't imagine that this project would go forward and not have the sound barriers and visual barriers," she said.

Other councilmembers said they were uncomfortable voting yes unless requested design elements like the bridge and noise walls were included in the project, which project staff said will be determined further down the "line," so to speak.

Project Manager Dan Soler said planners will consult the city throughout the process and have similar milestones when the project's design is deemed 30, 60, 90, and 100 percent complete. The city only votes once on municipal consent, however – at the 15 percent mark.

"Municipal consent plans are not meant to cover every particular option," Soler said.

The project's corridor management committee is scheduled to determine whether or not to include the pedestrian bridge at a meeting this summer.

Contact Joe Bowen at joe.bowen@ecm-inc.com

Filed Under: Brooklyn Park, Crystal, Golden Valley, Robbinsdale



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SunPost
2/25/2016

Public Notices

Notice of Public Hearings – City of Crystal

Published February 25, 2016 at 9:30 am

(Official Publication)

CITY OF CRYSTAL

NOTICE OF HEARING

ON ALLEY CONSTRUCTION

PROJECT # 2016-07

To be Held on March 15, 2016

TO WHOM IT MAY CONCERN:

Notice is hereby given that the City Council of Crystal, Minnesota will meet in the council chambers of City Hall, 4141 Douglas Drive North, at 7:00 p.m. on Tuesday, March 15, 2016, to consider ordering the project to re-construct the alleys located parallel to and between Welcome and Xenia Avenues from the Crystal/Robbinsdale corporate limits to 43rd Avenue as well as from 44th to 46th Avenue. All three of these alleys are in the Welcome Park Neighborhood, pursuant to Minnesota Statutes, Sections 429.011 to 429.111. The work includes gravel base, concrete alley paving and restoration construction. All adjoining properties are proposed to be assessed for such improvements. The total construction cost is estimated at \$134,478. The amount to be assessed is estimated to be \$80,686.80. The estimated unit assessment per residential parcel is \$2,017.17. This is not the assessment hearing (which would be conducted in early fall 2016), but rather the public improvement hearing to order the project construction.

Such persons as desire to be heard with reference to the proposed improvement will be heard at this meeting. A copy of the report on feasibility for this project is available for review at the Crystal City Hall.

Dated February 5, 2016

By Order of the City Council

City of Crystal

Christina Serres, City Clerk

(Published in Crystal-Robbinsdale Sun Post on February 25, 2016 and March 3, 2016.)

2/25-3/3/16, 3SP2, PHN Project # 2016-07, 510564

Filed Under: Notice of Public Hearings



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Government

Robbinsdale enthusiastically signs off on Blue Line plans

Published March 2, 2016 at 8:50 pm

By Joe Bowen

SunPost
3/2/2016

The Robbinsdale City Council moments after unanimously approving the first 15 percent of a planned Blue Line Extension light rail project that would run through the city. Unlike the bulk of their counterparts in nearby Crystal, Robbinsdale council members were largely in favor of the line and more than one spent time prior to the vote enumerating the benefits they expect the project to bring to the city. (Sun Post staff photo by Joe Bowen)

'I think it's going to be a change for the better,' says council member

The Robbinsdale City Council approved on March 2 the first chunk of plans for the Blue Line Extension light rail project as it runs through their city.

The council unanimously agreed upon a resolution granting "municipal consent," which OKs the first 15 percent of the project's plans, including the path of the tracks, the location of the station and a park and ride lot adjacent to the planned station – the "30,000 foot view," as Mayor Regan Murphy put it.

Prior to the vote, council members expressed their general support for the line, which many think could be an economic boon to the city by bringing more people through its main drag along West Broadway.

"Property values go up all over the United States within short distances of where a stop is," said Councilmember Bill Blonigan, who added that he thinks the line will be kinder to the environment. "This helps reduce the amount of greenhouse gasses that we use up transporting ourselves from place to place. Cars pollute more per passenger mile than light rail transit does."

Councilmember Dan Rogan said the planned station, which would sit between 41st and 42nd Avenues North adjacent to an existing Burlington Northern Santa Fe freight rail line near the city's downtown area, would be an "exciting" stop on the Blue Line and would have an "incredible" benefit to Robbinsdale.

"It's obviously going to be a change...but I think it's going to be a change for the better," Rogan said.

The council's full-throated "yes" for the line comes with some caveats, however. The approved resolution includes a series of concerns identified by council members in conjunction with city staff and via a series of public hearings, open houses, and other meetings. The concerns range from respecting the city's aesthetics to developing the Hubbard Marketplace bus station for private use and improving pedestrian connections at street-level crossings. A full list of the city's areas of concern is below – some entries have been edited for length.

City Manager Marcia Glick said the first few concerns are those that the city wants to emphasize the most, but that all concerns listed are considered important. Here are the city's concerns:

- Robbinsdale's authentic pedestrian scale downtown and architectural design guidelines must be respected through the design process in the station area including the need to have a development wrap to step down the mass for the proposed 550 car parking ramp/bus transfer station desired by the Project.
- The footprint of the park and ride and transit operations eliminate commercial tax base and downtown parking...Hubbard Marketplace should be developed for a private use.
- Sochacki Park shall be restored and enhanced at the conclusion of the project.
- Streetscape and engineering plans need to accommodate development and redevelopment of the LRT station areas...including but not limited to the LRT to downtown Robbinsdale pedestrian connection along 41 1/2, plaza area development between LRT and Hubbard Marketplace.
- Mitigation measures for residential properties developed along a historically low use railroad spur which will be impacted by bringing transit riders' eyes into back yards, more frequent noise and activity, as well as impacts from retaining walls and structures abutting the properties.
- Traffic operations and pedestrian circulation at downtown crossings and impacts to downtown traffic must continue to be analyzed.
- Traffic plans for all at-grade crossings must be developed in cooperation with city staff and with input from the community...Changes to city roadways will be subject to City Council approval.
- Plans for reconstruction of streets degraded by construction including June Avenue access for Grimes Pond bridge staging.
- Mitigation of impacts to recently reconstructed Indiana Avenue south of 36th Avenue North.
- Traction power substations and signal cabinets must be located, designed and/or screened so that they are aesthetically pleasing and minimize disruption to neighboring property owners.
- Agreement for long term maintenance and repair of fencing on both sides and along the length of the railroad right-of-way.
- Improvement of pedestrian connections including all at-grade crossings, along 41 1/2 between the station and County Road 81, along 42nd between 81 and Highway 100, pedestrian/bicycle corridors extending south of the station, on West Broadway between 42nd and 47th.
- Maximize bicycle parking near LRT station platforms.
- Security provisions at the Park & Ride.
- Long term maintenance agreements for green spaces and landscaping in station area and at-grade crossings.
- Plans to mitigate issues such as noise, vibration, lighting, safety, and aesthetics.

- Continued discussion of details on reconstruction of 36th Avenue Bridge.
- Utility work coordination including water, sanitary sewer and storm water management systems impacted by light rail construction.
- Provision of strong communication with the public during design and construction that is visual, timely, reliable, and easily understood.
- Retention of or improvement to current service levels of the bus service, including regular service connections to major employers along West Broadway and Oakdale.
- Minimize disruptions to businesses, residents, metro transit service, vehicular traffic and pedestrian traffic during construction through innovative practices.
- Continued involvement of parties in the design, engineering and refinement of plans.

Contact Joe Bowen at joe.bowen@ecm-inc.com

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